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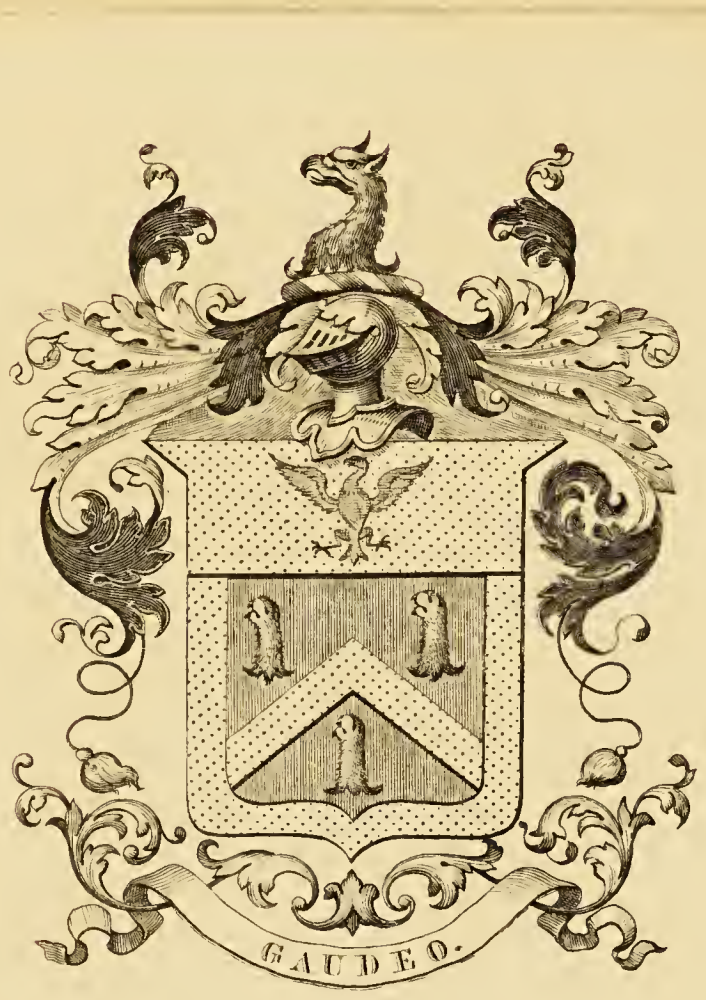

John Carter Brown.

N° 22.

DIRECTIONS

FOR

NAVIGATING

THE

GULF and RIVER

OF

St. LAURENCE,

With a particular Account of the Bays, Roads, Rocks, Sands, Land-Marks, Depths of Water, Latitudes, Bearings, and Diſtances from Place to Place; the Setting and Flowing of the Tides, *&c.*

Founded on accurate Obſervations and Experiments, made by the Officers of his Majeſty's Fleet.

By ORDER of

CHARLES SAUNDERS, Eſq;
Vice-Admiral of the BLUE, and Commander in Chief of the BRITISH NAVAL FORCES in the Expedition againſt *QUEBEC*, in 1759.

Publiſhed by COMMAND of

The Right Hon. the Lords Commiſſioners of the *Admiralty*.

LONDON:

Printed for THOMAS JEFFERYS, Geographer to his Royal Highneſs the Prince of WALES.

M.DCC.LX.

JOHN CARTER BROWN.

DIRECTIONS FOR SAILING IN THE GULF of St. LAWRENCE.

FROM *Cape North*, in the Iſland of *Cape Breton*, to *Cape Ray* in *Newfoundland*, the Courſe is E. N. E. 19 or 20 Leagues.

From *Cape North* to the Middle of the Iſland of *St. Paul*, the Courſe is E. N. E. $\frac{3}{4}$ North Diſtance 4 Leagues.

From *St. Paul's Iſland* to *Cape Ray*, the Courſe is E. N. E. $\frac{1}{4}$ E. 16 Leagues.

All theſe Bearings are by Compaſs, and the Variation 16° or 17° Weſt; and the Diſtances are found by Trigonometrical Calculation by ſeveral Bearings taken, *&c.*

From *Cape North* to the *Bird Iſlands* the Courſe is N. 9°. Weſt 17 or 18 Leagues.

From *St. Paul's Iſland* to the *Bird Iſlands*, the Courſe is N. 24°. Weſt Diſtance 15 $\frac{1}{2}$ Leagues.

From *Cape Ray* to the *Bird Iſlands*, the Courſe is Weſt 26° North Diſtance 22 Leagues.

From the *Bird Iſlands* to the North Part of Iſle *Brion*, is Weſt $\frac{3}{4}$ S. 5 or 6 Leagues; all the above Courſes are by Compaſs.

REMARKS.

The *Bird Iſlands* are but ſmall, and not far aſunder, the Paſſage between is a rocky Ledge, they are of a moderate

Height, and white at Top, the Northernmoſt being the largeſt; from the Eaſt End of which runs a ſmall Ledge of Rocks.

The Paſſage between *Little Bird Iſland* and the Iſle of *Brion*, is about 5 Leagues.

SOUNDINGS.

Body of the Iſland *Brion* S. and S. ½ W. 4 Leagues 35 Fathom brown Sand.

N. End of Ditto S. W. by S. 36 Fathom, ſame Ground. N. W. End of Ditto S. 40 Fathoms Rocky with ſmall Shells. Body of Ditto S. by E. 7 or 8 Leagues 45 Fathom Sand and Stones.

From *Iſland Brion* to *Cape Roſiere*, the Courſe is N. W. by W. 39 Leagues. Here the Variation is 17 Degrees.

From *Cape Roſiere* to the N. W. End of *Anticoſti*, the Courſe is N. N. W. 20 Leagues. Here the Variation is 17°. 30′.

REMARKS.

The Channel between *Anticoſti* and the Main Land of *Nova Scotia*, is about 14 or 15 Leagues, and in the Middle is very deep Water, ſometimes no Ground with 180 to 200 Fathom-line. To the Weſtward of *Anticoſti* is a Bank, the Extent of which is not known.

LATITUDES.

	North.	
	°	′
Cape North	47	6
St. Paul's Iſland	47	14
Cape Ray	47	40
Bird Iſland	47	52
North Part of *Brion Iſland*	47	50
Cape Gaſpee	48	44
N. W. End of *Anticoſti*	49	46

The Iſlands of *Mingan* are ten Leagues N. E. from the Iſland of *Anticoſti*, in Lat. 50°. 15′. N°.

The

REMARKS.

The Harbour of *Mingan* is very ſecure for Ships in all Weathers, there is good Anchorage, all within the *Parokett*, and other Iſlands, and great Plenty of Cod Fiſh; it appears to be very convenient for the Cod, Seal, and Salmon Fiſhery, and has the additional Advantages of a level good Soil, and profitable *Indian* Trade. It flows here Full and Change, at 3 o'Clock raiſes about 10 or 12 Feet; but much of the Tides depends on the Weather.

The Bay of *Seven Iſlands* is on the North Side of the River *St. Lawrence*, being a very ſecure Harbour for a Number of Ships in any Wind; it lies in Lat. 50°. 20′ N. and lies N°. from *Mount Lewis*, and W. N. W. 25 Leagues from the N. W. End of *Anticoſti*, by the Compaſs.

N. B. It flows S. S. W. riſes 18 or 19 Feet Spring, and 10 Feet at Neap Tides.

*** The Settlement here was one of the *French* King's Poſts for Trading with the *Indians*.

Directions for ſailing up the River St. Lawrence.

FROM the N. W. End of *Anticoſti* to *Cape Chat*, the Courſe is W. S. W. 36 or 38 Leagues.

REMARKS.

From *Cape Chat*, it is beſt never to ſtand ſo far Northward as *Mid-Channel*, particularly when a-breſt of *Manicouagan Shoal*, where are ſome very ſtrong and irregular Eddies, that will ſet you on that Shoal; ſeveral ſail of Men of War have been catched in them in a freſh Breeze of Wind, when not a ſingle Ship could anſwer its Helm; ſome of them drove on board each other, and it was not without much Difficulty that very great Miſchief was prevented by their running foul of each other, and the Danger of driving on the Shoals of *Manicouagan*.

From *Cape Chat* to the Iſland of *St. Barnaby*, the Courſe is W. S. W. ½ W. Diſtance 28 Leagues.

SOUNDINGS.

N. W. End of *Anticoſti* E. ½ S. 6 Leagues, and the *Lady's Mountains* S. W. by W. ¼ W. in 58 Fathom.

N. W. End of *Anticoſti* E. by S. 7 or 8 Leagues 44 Fathom.

Mount Camille —— S. W. by W.
Uppermoſt of the *Lady's Mountains* — S. E. ½ E.
Two little Paps near the Shore S. W. ¼ W.

About 2 Leagues from the South Shore 98 Fathom ſoft Mud.

Mount *Camille* —— —— S. W. ½ S.
Weſtermoſt *Lady's Mountain* —— S. 50° E.

170 Fathoms ſoft Mud.

REMARKS.

This being neareſt to the North Shore, the Current was ſo ſtrong, that it was with Difficulty the Ships were kept from driving on board one another.

About 2 Leagues off the South Shore 80 Fathom ſoft Mud.

Mount Camille —— S. 50° W.
Weſtermoſt *Lady's Mountains* —— S. 59° E.
Two little Paps on the South Shore — S. 20° E.

Neareſt the North Shore 160 or 170 Fathoms ſoft black ud.

Mount Camille —— —— S. 28° W.
River *Manicouagan* —— N. by W ½ W.
Weſt Point of Ditto *Low Land* — N. 65° W.

REMARKS.

A ſtrong Current here which ſets towards the North Shore, and is a Demonſtration that the South Shore is propereſt to keep on, as it is a clear Coaſt, and no viſible Current there.

About

About a League from the South Shore 17 Fathoms muddy Bottom.

Mount Camille —— —— S. E. $\frac{1}{2}$ E.
East Part of the Isle of *St. Barnaby* — S. W. by S.
Father Point —— —— S.
38 Fathom muddy Ground.

ANCHORAGE.

In 17 Fathom muddy Bottom 4 or 5 Miles from Shore, the Bank shoals gradually to 10 Fathom within 2 $\frac{1}{2}$ Miles of the Shore.

Father Point —— —— S. S. E.
East Point of the Isle of *St. Barnaby* S. W. $\frac{1}{2}$ S.
Isle Bic —— —— W. by S.

The Highest of *Bic* Hills, in a Line with the outer Part of *St. Barnaby*'s Island, bearing W. $\frac{1}{2}$ S. 7 $\frac{1}{2}$ Fathoms.

Ditto Mountain on the Middle of the Island about Half a Mile from Shore 6 Fathoms.

The outer Part of *Bic High Land*, just without the Island, 5 Fathom, all soft Mud.

From *St. Barnaby* to the Isle of *Bic*, the Course by Compass is W. $\frac{1}{2}$ S. Distance 3 Leagues, in most Places 16 Fathom Water.

ANCHORAGE.

At *Bic* in 12 Fathom Water.

South End of *Bic* Island —— W. by S.
North Part of Ditto — — W. by N.
St. Barnaby's Isle —— —— E. $\frac{1}{2}$ N.
Mount Camille — — E. $\frac{1}{2}$ S.
East Part of *Bic Hills* —— — S.

At the upper End of *Bic Islands*, about two Miles from the Island, in 9 Fathom Water.

Bicquet Island —— —— N. $\frac{3}{4}$ E.
Westermost Rock of *Bicquet* in Sight —— N. by W.

Rocks

Rocks off the Eaſt End of *Bic*	—	N. E. $\frac{3}{4}$ E.
Weſt Part of *Bic Iſland*	——	N. by E. $\frac{1}{2}$ E.

REMARKS.

Bic is a low woody Iſland, about 4 Miles from the South Main Land, and is 3 Leagues W. $\frac{1}{2}$ S. from the Iſle *St. Barnaby*; all the Way is good Anchorage in 14 and 16 Fathom Water. Between *Bic* and the Main Land is 10 and 12 Fathoms. Off the S. E. End of *Bic* is a Ledge of Rocks which appear above Water, and are very ſteep too.

To the N. Weſtward of *Bic* lies a ſmall Iſland, called *Bicquet*, from the Weſt End of which lies a Ledge of Rocks that may be ſeen at leaſt two Miles, and perhaps they run farther under Water. Off the Eaſt End of this Iſland are likewiſe Rocks as there are to the Weſtward of *Bic*, ſo that there can be no Paſſage between theſe Iſlands except for Boats or very ſmall Craft.

From the Iſland of *Bic* to *Baſque*, the Courſe is W. S. W. 7 Leagues. Between theſe Iſlands are two very ſmall Iſlands near the South Shore, called the *Razade Iſlands*; they are about 5 Leagues from *Bic*, and 2 Leagues from *Baſque*.

Paſſing Southward of *Bic* ſteer W. by S. in 9, 10, to 16 Fathom, when almoſt a-breaſt of the *Razade Iſlands* ſteer W. S. W. and you will have from 20 to 22, 24, and 26 Fathoms at High-water, till a-breaſt of the Iſle of *Baſque*, Diſtance 4 Miles, all ſandy Bottom.

REMARKS.

Although the Courſe from *Bic* to *Baſque* is W. S. W. yet if you come to the Southward of *Bic* (eſpecially in little Wind) you will run on the Main Land by ſteering that Courſe, therefore you ſhould at firſt ſteer W. by S. until you deepen to 18 and 20 Fathom, and then W. S. W. if you are not as high as the *Razade Iſlands*, for if you are, you will then be too near the Shore.

ANCHO-

ANCHORAGE.

About 4 Miles off *Baſque Iſland* in 26 Fathom (at High Water) a ſandy Bottom.

Red Iſland	W. $\frac{3}{4}$ S.
Eaſt Point of *Green Iſland*	S. W. $\frac{1}{2}$ W.
North Point of *Green Iſland*	S. W. by W.
Middle of *Apple Iſland*	S. S. W. $\frac{3}{4}$ W.
Entrance of *Saguenay River*	W. by N. $\frac{1}{4}$ N.
Weſtermoſt Rocks between *Baſque* and *Apple Iſlands*	S. by E.
Weſt End of *Baſque Iſland*	S. S. E. $\frac{1}{2}$ E.
Eaſt End of *Baſque Iſland*	S. E. $\frac{1}{2}$ E.
Weſtern *Razade Iſland*	E $\frac{1}{2}$ S
High Land of *Bic*	E. N. E. $\frac{1}{2}$ N.

N. B. Baſque Iſland, *Apple Iſland*, the Rocks between them, Middle of *Green Iſland*, and the outermoſt Land in Sight (when on *Apple Iſland)* are in a Line W. S. W. and E. N. E. by Compaſs.

REMARKS.

The Ebb Tide runs here 4 $\frac{1}{2}$ Knots, and much ſtronger near the Iſland, as in 17 Fathom Water, at the ſame Time it runs 6 Knots an Hour.

Although the Ebb Tide is ſo ſtrong here, and the Tide riſes much by the Shore, yet the Flood is ſcarce perceivable.

Within a Cable's Length of *Baſque Iſland* is 10 Fathom, and very near the Rocks that lye between *Baſque* and *Apple Iſlands* is 6 Fathom. Theſe Rocks are always above Water.

Green Iſland is about 3 Leagues W. S. W. from the Iſle of *Baſque*, the Ebb Tides of *Green Iſland* are exceeding ſtrong, ſo that it requires a freſh Gale of Wind to ſtem it with all Sails. The Tide of Ebb ſets directly toward the Iſland, as does the Floods (which are but little here) towards the *White Iſland* Ledge; therefore great Care ſhould be taken to anchor here in Time, in caſe it ſhould fall calm, and you be near the Iſland, for there is 25 Fathom almoſt cloſe to the Rocks, and foul Ground.

R E-

REMARKS.

Off the N. E. End of *Green Iſland* is a Ledge of Rocks about a Mile and an Half in Length, which partly ſhew themſelves; there is likewiſe a Ledge of Rocks off the Weſt End of the Iſland, which lye right out from it.

From a little below *Green Iſland*, till you are near the Length of *Hare Iſland*, there is a conſtant and very ſtrong Ebb occaſioned by the great Diſcharge of the Waters from *Saguenay River*; and even at the Eaſt End of *Hare Iſland*, the Flood is not of more than four Hours continuance, and runs ſo weak, that if it blows but a moderate Gale Weſterly, the Ship will not *tend* to it: In Sailing up, it is neceſſary to keep well to the Southward of *Red Iſland*, and to the Weſtward of it, before you croſs over for the Eaſt End of *Hare Iſland*, to avoid getting into the Stream of *Red Iſland*; for ſhould it fall little Wind, the Ebb Tide would ſet you on the Shoals of that Iſland, and there is no ſafe Anchoring to prevent driving upon them.

Red Iſland is a low flat Iſland, and is about 2 $\frac{1}{2}$ Leagues N. W. by N. with the Middle of *Green Iſland*. There are great Shoals off *Red Iſland*, as yet not quite diſcovered. Being abreaſt of *Green Iſland* you will ſee the Eaſt End of *Hare Iſland*, and the *Brandy-Pot Iſlands* (which are two little Iſlands a ſmall Diſtance from it) bearing about W. by. S. or W. S. W. from you, Diſtance about four Leagues from the Weſt End of *Green Iſland* to the *Brandy Pots*.

When paſt *Green Iſland* you ſhould ſteer for the *Brandy-Pot Iſlands*. There is likewiſe another ſmall Iſland off the N. E. End of *Hare Iſland*, called *White Iſland*. Between theſe Iſlands is a Ledge of Rocks, that extends at leaſt 2 $\frac{1}{2}$ Leagues from the Eaſt End of *Hare Iſland*; this Ledge is dry at Low-Water. Coming away from the upper End of *Green Iſland*, and ſteering W. by S. you have 18 Fathom a little Diſtance from *Green Iſland*, and afterwards 16 and 14 Fathom: In paſſing *White Iſland*, going towards *Brandy-Pot Iſlands*, you may go to 10 or 12 Fathom, far enough from all Danger, and anchor, being all good holding Ground, clayey Bottom.

A N-

Anchorage in 11 Fathom clayey Ground.

White Iſland —— ——	N. N. W. ½ W.
Brandy-Pot Iſlands ——	W. S. W. ½ S.
Eaſt End of *White Iſland* Ledge in Sight	N. by E. ½ E.
Green Iſland ——	E. N. E. ¼ N.
Eaſt Point of *Hare Iſland* ——	N. W. by W.
S. W. Point of *Hare Iſland* ——	W. S. W. ¾ S.
N. Eaſtermoſt *Pilgrim Iſland*	S. S. W. ¾ W.
Weſternmoſt *Pilgrim Iſland* ——	S. W. ¼ S.

The *Pilgrims* are high rocky Iſlands, a-breaſt the upper End of *Hare Iſland*, and are near the South main Land. Between *Hare Iſland* and the South Shore is a long Bank near the Middle of the Channel, which is now called the *Middle Bank*, and it lies in the following Direction. *Plate* X. *Fig.* 1. is the Appearance of the Land, a Mountain on the Main Land at the Letter *a* (it is the firſt Hill remarkable from the Eaſtward for a good Way) when this Mountain is brought almoſt on the Eaſt Hummock of the North-Eaſt *Pilgrim* at the Letter *b*, or to reſt on it in the ſame Manner it does in the above Repreſentation over the Weſt Hummock of the ſaid Iſland, at the Letter *c*, you will then be on the Middle of the Bank, and by ſailing along with the ſaid Mountain and Hummock in one, you will keep on it.

REMARKS.

The true Extent of this Bank is not yet known; there is in ſome Places more Water than in others, in one Place, at the Eaſt End of it, there is no more than ten Feet at Low-water.

There is likewiſe a Bank or Shoal off the S. W. End of *Hare Iſland*, which extends almoſt to the middle Bank, and makes the Paſſage very narrow, in which there is Depth enough at Low-water for a Ship of great Draught.

Paſſing by *Brandy-Pot Iſlands*, which have 10 Fathom very near them, and keeping along by *Hare Iſland*, at about 1 ½

Half Diſtance from it, is all along regular Sounding 14 and 16 Fathom, till you come to $\frac{3}{4}$ of the Length of *Hare Iſland*, and then coming over for the *Pilgrims* you have Shoal Water all at once from 7 Fathom to 6. $5\frac{1}{2}$. 5 and $4\frac{3}{4}$ (at $\frac{1}{3}$ Flood) you muſt heave the Lead as faſt as poſſible; *White Iſland* will be almoſt in a Line with the Eaſt End of *Hare Iſland* (between it and *Brandy-Pot Iſland*) and a White-houſe on the South Shore near the River-ſide, almoſt ſhut in with the Rocks off the Eaſt End of the N. E. *Pilgrim*.

Though the ſtrong Flood Tide here will ſet you very faſt towards the Shoal off the S. W. End of *Hare Iſland*, yet be very cautious how you ſteer your Ship to the Weſtward, becauſe the Water ſhoals very much, but haul up to the Southward, and you will directly get into 5 or 6 Fathom Water. The aforementioned White-houſe being juſt in a Line with the Rocks of the Eaſt End of the N. E. *Pilgrim*, and *White Iſland* juſt open off the Eaſt End of *Hare Iſland*; it is ſhoal near the N. E. *Pilgrim*, therefore it is not proper to come too near it. Being above the N. E. *Pilgrim*, you may approach the others pretty near, and ſteer away directly for the great Iſland of *Kamouraſca*, which you will ſee about S. W. from you, and all along in this Direction are regular Soundings from 10 or 12 to 14 or 16 Fathoms, till near the greateſt and N. E. ermoſt *Kamouraſca*; when a-breaſt of it, (and very near) you will have very deep Water; but at ſome Diſtance is a very good Bank to anchor on in any Depth, from 9 to 14 or 16 Fathom, and good holding Ground.

To eſcape the Danger of the *Middle Bank*.

Coming away from *Brandy-Pot Iſland* (which you may paſs very near to) ſteer along by *Hare Iſland* in ſuch a Manner that you may ſee *White Iſland* open within *Brandy-Pot Iſlands*, between them and *Hare Iſland*. Keep along in this Poſition until you have a Mountain at the Letter *a* (in *Plate* X. *Fig.* 1.) brought in a Line with the ſecond *Pilgrim* at the Letter *d*, and then ſteer directly for them. They will bear about S. by W. $\frac{3}{4}$ W. and with this Direction you may croſs the Bank with Safety, then ſteer away for the *Kamouraſca Iſlands* as before.

N. B. It is not ſafe to croſs this Bank with a large Ship till it is half Flood.

An-

Anchorage in 22 Fathom High-water.

The *Lower Pilgrim Iſland*	——	E. N. E. ½ N.
The *Lower Kamouraſca Iſland*	——	E. by N. ½ N.
Gooſe Cape	—— ——	W. by S. ¼ S.
Middle of *Coudre Iſland*, about ſix Leagues		W. by S. ¾ S.
Cape Torment	—— ——	W. S. W. ¾ S.

Anchorage in 14 Fathom, Sand and Clay Bottom.

Pilgrim Iſlands	—— ——	N. E. by E.
Gooſe Cape	—— ——	W. ¾ S.
Lower Kamouraſca	——	E. N. E. ¼ N.
Hare Iſland	—— ——	N. E. ¼ N.
Cape Torment	—— ——	W. S. W. ¾ S.
Mal Bay River	—— ——	N. N. W. ¼ W.
Middle of *Coudre Iſland*	——	W. by S. ½ S.
Upper Kamouraſca Iſland	——	E. by N.

Anchorage in 24 Fathom.

Gooſe Cape	—— ——	W. N. W.
N. E. End of *Coudre Iſland*	——	W. by S.
S. W. End of Ditto	—— ——	W. S. W.
Mal Bay River	—— ——	N. ¼ W.
Hare Iſland	—— ——	N. E. ¼ E.

Soundings in 39 Fathom Water

When *Cape Gooſe* bore	——	W. S. W. ½ S.
Cape Torment	—— ——	S. W. by W.
Hare Iſland	——	E. N. E. ½ N.

When the Land to the Weſtward of *Cape Gooſe* is juſt open of it, and a little Mountain on the South Shore near the Eaſt Point of the Weſternmoſt *Kamouraſca Iſlands*, you have 25 Fathom.

When the Land to the Weſtward of *Cape Gooſe* is open about a Sail's Breadth of *Cape Gooſe*, *Cape Salmon* juſt open of

Cape Eagle, and the Hill and Iſland as before.—You have 25 Fathom.

When the South Mountain is quite open to the Weſtward of the Weſtermoſt *Kamouraſca Iſland*, and the Land to the North Eaſtward juſt open of *Cape Salmon*, you have 19 Fathom ſoft Ground.

When the Weſt Point of *Mal Bay River* is juſt opening of *Gooſe Cape*, and the South Part of the Iſle of *Coudre* bears S. W. by W. you will have 41 Fathom.

When the North Part of the Iſle of *Coudre* bears W. by S. $\frac{1}{2}$ S. about 2 Miles off the Iſland, you will have 35 Fathom.

When the South Part of the Iſland of *Coudre* bears W. by S. and *Cape Gooſe* N. W. by W. you will have 14 Fathom.

When *Gooſe Cape* is N. W. by W. 4 or 5 Miles, and *Mal Bay River* N. by E. $\frac{1}{2}$ E. you will have 10 Fathom.

When the South Part of *Coudre* is W. by S. $\frac{3}{4}$ S. and *Gooſe Cape* W. N. W. 2 or 3 Miles, you will have 15 Fathom, the Water deepening to the Northward.

When the South Part of *Coudre* is S. W. and the North Part of Ditto W. $\frac{3}{4}$ S. about 2 or 3 Miles from the Eaſt Part of the Iſland, the great Rock bearing N. N. E $\frac{1}{2}$ E. 17 Fathoms.

Anchorage in 25 Fathom rocky Grounds.

Cape Torment	S. W. by W.
South Part of *Coudre*	W. S. W. $\frac{1}{2}$ S.
North Part of *Coudre*	W. by S.
Cape Gooſe	N. $\frac{1}{2}$ E.

Bearings by Compaſs.

Gooſe Cape and *Cape Salmon*	N. E. $\frac{1}{2}$ N. and S. W. $\frac{1}{2}$ S.
South Part of *Coudre* and *Cape Torment*	N. E. $\frac{1}{2}$ E. and S. W. $\frac{1}{2}$ W.

You may moor at *Coudre* in 17 Fathom coarſe Sand. *Cape Gooſe*, juſt open of the Land to the Weſtward of it, bearing E. by N. $\frac{3}{4}$ N. a conſiderable *Fall of Water* on the North Shore N. by W $\frac{1}{2}$ W. and the Eaſt End of *Coudre* E. $\frac{1}{2}$ S. in this

this Place the Tide runs very ſtrong, which cauſes the Ship always to ſwing round with the Sun.

You may alſo moor at *Coudre* in 17 Fathom at Low-water, Sand and Mud.

Cape Gooſe	—— ——	E. by N. $\frac{1}{2}$ N.
Cape Torment	—— ——	S. W. $\frac{1}{4}$ W.
Eaſt Point of *St. Paul's Bay*	——	W. by N. $\frac{3}{4}$ N.
Water-ſtream on the N. Shore	——	N.

Five Fathom Water, Half a Mile from *Coudre*, till almoſt cloſe to the Shore, and then 3 $\frac{1}{2}$ Fathom at Low-water Mark, all clear Ground.

The Tides at *Coudre*, both Ebb and Flood, are very ſtrong, yet at the Meadows is good Anchorage, but not near the North Shore. It is High-water at *Coudre* by the Shore at $\frac{1}{2}$ paſt 4 at the Full and Change of the Moon, and it runs off in the Road an Hour longer. There is a very long Reef of Rocks runs off the N. W. of the Iſland, which are all covered at High-water.

Bearings from the End of the Ledge that is dry at Low-water.

St. Paul's Church (juſt open)	——	N. 41° W.
E. Bluff Point of *St. Paul's Bay* (called *Cape Diable*)		N. 27 W.
The *Water-fall* on the North Shore	—	N. 27 E.
N. W. Bluff Point of the Iſland	—	S. 22 W.
The N. E. Bluff of D°. off which is a Reef of Rocks		E. 9 N.

N. B. The Part of this Reef which is dry at Low-water lies to the Weſtward about S. W. and N. E. and to the Eaſtward about Eaſt and Weſt. Near the Length of a Cable farther out is 5 Fathom at Low-water.

The Tides, both Ebb and Flood, ſet into *St. Paul's Bay*, which is ſhoal and rocky ſome Diſtance off (from whence the *French* have given it the Name of the Whirlpool) ſo that paſſing either up or down the River it is proper to go as nigh the Reef as you can to keep out of the contrary Current, and for the greater Safety it is proper to buoy the End of the Ledge in about.

about 5 Fathom at Low-water, and it ſhoals out afterwards pretty gradually. If you paſs it in about 8 Fathom (which is far enough off, with a Breeze of Wind to command the Ship) you will be much nearer the Iſland than the Main Land, and being paſſed the End of the Ledge you will have 16 and 18 Fathom at a convenient Diſtance from the Iſland.

There is a Shoal or Ledge of Rocks off the North Shore all the Way from the W. Point of *Paul's Bay*, or *Cape Raven* to *Cape Hog*, which is about a League above *Cape Maillard*. This Shoal lies not a great Way off, but further in ſome Places than others. In coming away from *Coudre* and Sailing up the River it is proper to keep three Capes which you will ſee to the Weſtward, open one of another all the Way from *Coudre*, till you come paſt the little River Settlement, or to bring the Church of it to bear about N. W. by N. is a very rocky Bottom, and then begins good Ground.

Anchorage in 16 Fathom, Sand and Mud.

Cape Maillard, Diſtance about 1 ½ Mile		N. W. by N.
South Part of *Coudre*	——	N. E. ½ E.
Pillar Iſland	—— ——	S. E. ½ E.

Anchorage about 1 Mile from the North Shore, in 9 Fathom at Low-water, Sand and Mud.

Pillar Iſland, in one with a * Rocky Iſland	E.	4° N.
Gooſe Cape, almoſt one with the S. E. Part of *Coudre*	N.	48 E.
Cape Torment, a little open with *Burnt Cape*	S.	72 W.
The South Part of *Orleans Iſland* ——	S.	63 W.
Cape Raven, juſt open of *Cape Maillard*	N.	30 E.
North Part of *Coudre* ——	N.	36 E.

Obſerved the Latitude here to be 47. 04.

* Bearings taken from the ſaid rocky Iſland.

Gooſe Cape, a Sail's Breadth open of the S. E Part of *Coudre* —— ——	N.	50° E.
North Part of *Coudre* ——	N.	40 E.

Cape

Cape Corbeau, or *Cape Raven*	——	N. 35° E.
Cape Maillard ——	——	N. 22 E.
Cape Torment ——	——	S. 65 W.
South Part of *Orleans* in Sight	—	S. 55 W.
In one with the Eaſt End of the Rocky Ledge,		
Pillar Iſland ——	——	E. 1 N.

This Rocky Iſland is about Half a Cable's Length dry at Low-water, and very craggy; it is never covered, although the Sea may break all over it in bad Weather.

Soundings having the Rock and *Pillar Iſland* in one, from the North Shore to the Rocky Iſland, according to the following Marks, by *Coudre* are (See *Plate* II. *Fig.* 1.)

Iſland of *Orleans* juſt ſhut in with *Burnt Cape* and very near the Shore	——	10 Fathom.
a—the N. W. End of *Coudre* in one with *d*		9
a—on with the Valley at *x*	——	10
a—on with the Mountain at *c*	—	9
a—on with the Valley at *n*	——	5 ½
a—on with the Mountain at *b*	——	3 ½

And very ſhoaly quite to the Rocky Iſland, and when on it *(a)* was on with *f.*

On the Eaſt Part of *Rocky Ledge*, at Low-water, *(a)* will be on with *b.* And a Bluff to the Weſtward a good deal open of *Cape Torment.*—*Pillar Iſland* E. ¾ N. Coming away from the laſt-mentioned Anchorage for the Traverſe, keep the Letter *(a)* chiefly on with *x* in 9 Fathom Water, and ſometimes leſs.

Being a-breaſt of *Burnt Cape*, and very near the Shore in 11 Fathom, *(a)* will be on with *(d.)* The High Part of *Orleans* (or a-ſlope on it) is juſt open with *Cape Torment.*

A White-houſe on the South Shore open of the Eaſt End of the Iſle of *Madame* (and when it is quite ſhut in) being very near the North Shore, you will have 11 Fathom.

A little Mountain open of the Weſt End of *Rot Iſland*, being near the North Shore, you will have 9 and 8 Fathoms.

The

The ſame Mountain on the Eaſt End of the Iſle of *Madame*, about $\frac{1}{4}$ of a Mile from the Shore, you will have 10 Fathom. Then haul over for the *Traverſe*.

Directions for paſſing the TRAVERSE.

BEING paſt *Burnt Cape*, or when it bears N. N. E. from you, haul over for the Traverſe, which ought to be paſſed in a very clear Day. If the Points of the Shoals are not buoyed, which for greater Safety ſhould be done, becauſe in hazey Weather the Land Marks cannot be ſeen, which are three Mountains very far in Land; and a little round Hill to the Weſtward may likewiſe be made uſe of; which, after you are paſt *Burnt Cape*, and croſſing in the Traverſe, muſt always be kept to the Weſtward of the Eaſt End of *Madame*, or otherwiſe you will certainly be on a Sand Shoal, which extends itſelf from *Burnt Cape Ledge*. This Mountain, in clear Weather, may always be ſeen, and keeping it a Ship's Length to the Weſtward of the Eaſt End of *Madame* is the beſt Mark for the Traverſe; and this Courſe ſhould be continued until two Points on the South Side of *Orleans* are opened a good Ship's Length off each other, that is, *St. John's Point*, with the Point of *Dauphine River*, and then you may bear up and ſteer up along with the Point *St. John*, ſtill a little leſs open, as you go farther up towards the Iſland of *Orleans*, to avoid a little Shoal that is off the Eaſt End of *Orleans*, on which is not quite three Fathom at Low-water, of which there is no Danger for any Ship, except it ſhould be dead Low-water; yet *St. John's Point* ſhould not be ſhut in with *Dauphine Point* (or elſe you may be on the Shoal that reaches from the Eaſt End of *Orleans*) till you are almoſt a-breaſt *Cape Torment*, or until it bears North. There is another Mark to know when you are far enough over from *Burnt Cape*, and that you may bear up, obſerve on the South Shore a little round Mountain (there being no other near) when you have brought this little Mountain open to the Weſtward of the *Two-Head Iſland*, you may bear up for *Orleans*, &c. (As the *Two-Head Iſland* cannot be well diſtinguiſhed by a Stranger from the other Iſlands, ſo may it be ſuppoſed a Stranger will not attempt paſſing the Traverſe without firſt acquainting

acquainting himſelf with it.) This little Mountain, when open of the *Two-Head Iſland*, will bear S° 69 E', there is no Danger in ſtanding farther to the Southward as the Channel is pretty wide; but as there is a Shoal between you and *Rot Iſland*, on which is but 9 Feet at Low-water, and uneven Rocks, To avoid this Shoal you ſhould obſerve the Point of *Orleans* for Marks as aforeſaid.

There is a Mark to know when you are coming on the Edge of this Shoal, which is: Obſerve to the Eaſtward, on the South Main Land, a Mountain which appears to have three Points of an equal Diſtance, when this Mountain is brought on the Eaſt Point of *Canoe Iſland* you are coming on the Edge of this Shoal; there is likewiſe a little Rocky Iſland off *Burnt Cape*, which, when you are on the Edge of this Shoal, will be about 2 Ship's Length open of *Gooſe Cape*. When you are on the Shoal the Iſland will be nearly in a Line with *Gooſe Cape*, and the *Three-pointed Mountain* with *Canoe Iſland*.

To make uſe of the 3 Mountains aforeſaid.

In coming up paſt *Burnt Cape*, when you have brought the Weſt End of the Weſtermoſt Mountain on with the Eaſt End of *Rot Iſland*, you may ſteer over with them in one Line until you open *St. John's Point* as aforeſaid. Nor is there any Danger in bringing the Eaſt End of the Weſtermoſt Mountain on with the Eaſt End of *Rot Iſland*, but it ſhould not be brought to the Weſtward of it until you have opened *St. John's Point*. You might by this laſt Mark go over near *Rot Iſland*, and go up to the Southward of the Middle Shoal, with *St. John's Church* juſt open of the Point; in this Channel is deep Water but it is narrow, it is called the *Old Traverſe*, and the other is called the *New Traverſe*. It is not proper for the Old Traverſe to be made uſe of as the Paſſage between the Middle Shoal and the Sand off *Burnt Cape Ledge* is narrow, and you will be ſo much the longer going acroſs the tide, which may carry you out of the Way, if you are not very attentive to the Marks. The Middle Shoal reaches up the River until you have got *Belle Chaſe Church*, a good deal open of the Weſt End of *Rot Iſland*, but as a Mark of this

Kind is very deceiving, it reaches until you have brought the Eaſt End of the Middle Mountain on the Weſt End of *Rot Iſland*, and then you will be paſt it, and have the Channel open from near the Iſland of *Orleans*, to very near the Weſt End of *Rot Iſland*, and may anchor between *Orleans* and *Madame Iſlands*, or proceed up the River at Pleaſure. If it ſhould be thick Weather and you would paſs the Traverſe, and the Mountains cannot be ſeen, nor the Ends of the Shoals buoyed, it might be done by keeping one or two Houſes open of the Eaſt End of *Rot Iſland*, or the third Houſe may be brought in a Line with it, but ſhould not be opened; and theſe Marks may be obſerved until you have opened *St. John's Point* as aforeſaid.

But as theſe Houſes may be miſtaken for others, even by a Perſon who is acquainted with the Traverſe, it is not ſafe to uſe them. It is certain, the greateſt Difficulty of the Traverſe is in coming over from *Burnt Cape* to open *St. John's Point*, as the Channel is but narrow, and you are ſo long going a-croſs the Tide; and at *Burnt Cape* the Channel is not above $\frac{3}{4}$ of a Mile wide between the Cape and the Point of the Ledge. You ſhould likewiſe obſerve here; to keep clear of the Ledge, to keep a Part of the *Butt* (which is a high Spot of Land in the Middle of *St. Joachim's Meadows*, and appears like a Platform or Iſland) always ſhut in behind *Cape Torment*, that is, you muſt not open it all of the Cape until *Burnt Cape* bears North of you, or you will certainly be on the Ledge. The Soundings at the Edge of this Ledge is very uncertain, for at one Caſt you will have 5 Fathom, and at the very next Caſt (heaving the Lead faſt) you may be on Shore; it may be obſerved, that juſt as you have *St. John's Point* opening, there is not any more Water any where in the Channel, between *Orleans* Shoal and the Shoal off *Burnt Cape*, than 5 Fathom at Low-water; but after you have bore up for *Orleans* is 6 and 7 Fathom at Low-water, within a Ship's Length of the Sands, that dry.

Soundings in the *Traverſe*.

A-breaſt of *Burnt Cape*, a little round Mountain to the Weſtward, on with the Eaſt End of *Madame*, 5 Fathom.

The ſame Mountain between *Rot Iſland* and *Madame* 4 and 4 ½ Fathom.

The E. End of the firſt W. Mountain on the W. End of *Groſſe Iſland*, and the little one to the Weſtward, a little to the Weſtward of the E. End of *Madame* 5 ¼ Fathom.

The W. End of the ſecond Mountain on the W. End of *Groſſe Iſland*, and little Mountain on the E. End of *Madame*, 2 ¾ Fathom.

Little Mountain on the E. End of *Madame*, and the E. End of the ſecond Mountain on the W. End of *Groſſe Iſland*, 2 ¾ Fathom.

The Little Mountain a little to the Weſtward of the E. End of *Madame*, and the W. End of *Groſſe Iſland* in the Middle, between the Second and Eaſtermoſt Mountain, 6 Fathom.

A White-houſe juſt open of *Madame*, and the Hill a little to the Weſtward of the E. End of *Madame*, and the E. End of the 3d, and Eaſtermoſt Mountain on with the W. End of *Groſſe Iſland*, 6 Fathom.

The W. End of the firſt Mountain on the E. End of *Rot Iſland*, *St. John's Point* well open 5 ¼ Fathom. (Steer by it)

The Middle of the firſt Mountain on the E. End of *Rot Iſland*, the Little Mountain juſt to the Weſtward of the E. End of *Madame*, *St. John's Point* well open 4 ½ Fathom.

N. B. Keep the Little Mountain always to Weſtward of the E. End of *Madame*.

The E. End of the firſt Mountain on the E. End of *Rot Iſland*, 2 White-houſes open of *Madame*, the Little Mountain juſt opening to the E. End of *Madame*, 4 ¾ Fathom (never open

the Little Mountain.) The W. End of the firſt Mountain on the *Viſta* in *Rot Iſland*, *St. John's Point* well open 5 Fathoms.

The E. End of the firſt Mountain on the *Viſta*, *St. John's Point* well open 5 Fathom.

The ſecond Mountain on the *Viſta*, and another little Hill near the other on the W. End of *Madame*, *St. John's Point* well open 6 ¹ Fathom.

Marks on the little Shoal near the E. End of *Orleans*.

The W. End of the ſecond Mountain on the W. End of *Rot Iſland Shoal*, and the W. Trees of *Rot Iſland*, about the Middle of the ſame Mountain; the Weſt Part of the *Three-pointed Mountain* on the E. Part of *Canoe Iſland*. *St. John's Point* a good deal open of *Dauphine*.

The Eaſt Point of *Orleans* on the *Little Valley* at the Weſt End of the *Saddle Mountain*.

Bearings on the Eaſt End of *Orleans Ledge*, in 4 Fathom at Low-water.

The *Little Rocky Iſland*	N. 68° E.
Cape Torment	N. 2 E.
W. End of *Rot Iſland*	S. 30 W.
E. End of *Rot Iſland* and E. End of the *Second Mountain*	S 13 ¼ E.
W. End of *Groſſe Iſland*	S. 28 E.
W. End of the *Two-Head Iſland* and the *Little Mountain* juſt to the Weſtward of it	S. 69 E.
W. Part of the *Three-pointed Mountain* on the W. Part of *Gooſe Iſland*	N. 83 E.
St. John's Point a dood deal open	S. 52 ½ W.
W. End of *Madame*	S. 40 ½ W.
E. End of *Madame*	S. 34 ½ W.
E. End of the *Firſt Mountain*, about ⅕ the	

Diſtance

Distance of *Rot Island* from the E. End	S. 6° E.
Goose Cape	N. 52 ½ E.

Bearings near the Edge of the *Middle Ground*.

E. End of *Orleans*	N. 63° W.
A Buoy on a little Shoal near *Orleans*	N. 54 W.
St. John's Point	S. 53 ½ W.
St. Francis's Church	S. 72 ½ W.
West End of *Rot Island*	S. 6 E.

Bearings taken near the upper End of the Land (off *Orleans*) dry at Low-water.

The W. End of *Rot Island*	S. 3 ½ W.
E. End of *Rot Island* with the W. End of *Grosse Island*	S. 55 ½ E.
Cape Torment	N. 31 E.
St. Joachim's Farm	N. 12 ½ W.
St. Joachim's Church	N. 52 W.
E. Point of *Orleans*	N. 71 W.
N. E. Point of *Orleans*	W.
The *Little Island*	N. 60 E.

Bearings from another Station near the East End of the said Sand, dry about 1 ½ Mile N. 63° E. from the Last.

W. End of *Rot Island*	S. 22 W.
E. End of *Rot Island*	S. 25 ½ E.
W. End of *Grosse Island*	S. 36 E.
Little Island	N. 63 E.
Burnt Cape	N. 39 E.
Cape Torment	N. 14 E.
E. End of *Orleans*	S. 64 ½ W.
Point of *Dauphine River*	S. 52 W.
St Joachim's Farm	N. 53 ½ W.
The Shoal to the Eastward	N. 51 ½ E.

Bearings from the Weſt End of *Rot Iſland.*

Cape Torment	N. 18° E.
St. Joachim's Farm	N. 3 ½ W.
E. Part of *Orleans*	N. 32 ½ W.
S. W. End of *Groſſe Iſland*	S. 89 E.
Little Mountain	S. 82 E.
Eaſt End of the Third	S. 27 E.
E. End of the Second	S. 18 E.
E. End of D°.	S. 12 E.
Weſtward of the *Firſt Mountain*	S. 7. E.
Middle of *Bellchaſſe Iſland*	S. 19 W.

Bearings from the Eaſt End of *Rot Iſland,*

St. Thomas's Church	S. 53 E.
W. End of the *Firſt Mountain*	S. 2 E.
E. End of Ditto	S. 7 E
E. End of the 2d Ditto	S. 14 ½ E.
Bellchaſe	S. 27 W.
Middle of *Bellchaſe Iſland*	S. 36 ½ W.
The *Mark Windmill*	S. 43 W.
St. Valier's Church	S. 47 W.
N. E. Part of *Groſſe Iſland*	N. 83 E.
N. E. Part of *Crane Iſland*	N. 80 E.
S. W. Part of the *Two-Heads*	N. 78 E.
Little Iſland	N. 33 E.
Houſes below *St. Joachim's*	N. 28 ½ W.
W. End of the *Butt*	N. 51 W.
E. End of *Saddle Hill*	N. 64 W.
Two Points off *Orleans*	N. 75 ½ W.
St. Francis's Church	S. 86 ½ W.

Bearings from the Weſt End of *Madame.*

St. John's Church	S. 71 W.
Port St. Lawrence	S. 68 W.

St.

St. Valier Church	° S. 28 ¼ W.
The *Mark Church*	S. 17 ½ W.
St. Thomas's Church	S. 86 E.
Bellchaſe Church	S. 40. E.
The Middle of *Bellchaſe Iſland*	S. 25 E.
E. End of the *Firſt Weſt Mountain*	S. 18 ½ E.
Dauphine River	N. 60 W.
Little Mountain	E.
South Part of *Crane Iſland*	N. 79 E.
S. Part of *Groſſe Iſland*	N. 70 ½ E.
S. Part of *St. Margaret*, on the *Three-pointed Mountains*	N. 73 ½ E.
Cape Raven	N. 40 ½ E.
Cape Torment	N. 29 E.
E. Point of *Orleans*	N. 19 E.
St. Francis's Church	N. 5 E.

From *Point St. John* to *Point St. Lawrence* there is no Danger, and about a Mile from the Shore of *Orleans* you will have 9, 7, 10, 13, 16, and 18 Fathoms, rocky Ground.

At *Point St. Lawrence* you muſt (in order to avoid the Shoals of *Beaumont*) keep the Starboard Shore till you have paſt the *Falls* of *Beaumont* which are on the South Shore, and then ſteer up in the Middle of the Stream, till near the Weſt End of *Orleans*, when, to avoid the *Morandas Rocks*, keep neareſt to the South Shore, and you may anchor at ¾ of a Mile from the South Shore, in 9 Fathom Water. *Point Levy* bearing W. S. W. and the Weſt Point of *Orleans* N. N. E. rocky Ground, or you may proceed with the Tide directly for *Quebec*, and anchor within 2 Cables Length of the Town, in 15 Fathom muddy Ground. *Cape Diamond* bearing S. W. ½ W. N. E. End of the *Barbet Battery*, W. by N.

The Tide flows Full and Change.

At *Quebec*, ½ an Hour after 8.
Iſle Madame, at 8.
Cape Mallard, at 7.
Iſle of *Coudre*, at 6.

The

The *Kamouraſcas*, at ¾ paſt 5.
The *Pilgrims* and *Hare Iſland*, at 5.
Bic ¾ paſt 3, but not regular.

N. B. From *Coudre* to *Quebec* the Water falls 4 Feet before the Tide makes down. At Iſle of *Coudre*, in Spring Tides, the Ebb runs at the Rate of 9 Knots. The next ſtrongeſt Ebb is between *Apple* and *Baſque Iſlands*— the Ebb of the River *Saguinay* uniting here, it runs full ſeven Knots in Spring Tides.

DIREC-

DIRECTIONS

FOR

SAILING from QUEBEC

DOWN THE

RIVER St. LAWRENCE.

FROM *Point Levy* to *Point St. Lawrence*, the Courſe is E. $\frac{1}{4}$ N.

From *Point St. Lawrence* to *St. John's*, the Courſe is N. E. by E.

From *St. John's* to *St. Francis*, N. E. $\frac{1}{4}$ N. keeping upon the Iſland Side, all the Way having from 10 to 16 Fathom.

When a-breaſt of *St. Francis*, ſteer N. N. E. until you bring *St. John's Point* a Handſpike Length open with *Dauphine Point*, with that Mark ſteer N. E. $\frac{1}{4}$ E. at which Time a round Rock will be right a-head of you, continue this Courſe until a high Hill on the South Shore will be juſt on with the Eaſt End of *Rot Iſland*, at which Time the Trees on the ſaid Iſland will be juſt a-breaſt of you, and then ſteer N. by E. for *Cape Torment*: Keep very near *Burnt Cape*, on Account of *Burnt Cape Ledge*, that lies oppoſite to it.

Anchorage on the Edge of *Burnt Cape Ledge*, in 4 Fathom.

East End of *Rot Island* —— S. 14 W.
West End of *Groſſe Iſland* —— S.
West End of the *Firſt Mountain*, about a Sail's Breadth to the Eaſtward of *Groſſe Iſland* —
Middle of *Little Iſland* —— E. 3 S.
Burnt Cape —— —— N. 25 W.

The *Butt* almoſt all open of *Cape Torment*, and the *Little Mountain* on *Coudre Iſland*, *Cape Maillard*, and the Land behind, will appear as repreſented in *Plate* II. *Fig.* 1.

REMARKS.

The *Little Hummock*, or Riſing on the High Land of *Coudre* at *a* muſt never be open of *Cape Maillard* till you are below *Burnt Cape*, nor all the *Butt* by any Means kept open of *Cape Torment*, if you would keep the Channel, which is but $\frac{3}{4}$ of a Mile wide at *Burnt Cape*.

Bearings taken from the Weſt End of *Little Iſland*, or *Gooſeberry Iſland*, which lies about N. 55 E.

West End of the *Butt* —— S. 77 $\frac{1}{2}$ W.
Cape Torment —— —— S. 85 W.
Burnt Cape —— —— N. 69 $\frac{1}{2}$ W.
Cape Maillard —— N. 36 $\frac{1}{2}$ E.
Cape Raven —— —— N. 37 E.
Gooſe Cape —— —— N. 52 E.
Neptune Rock —— —— N. 52 $\frac{1}{4}$ E.
The Middle of *Three-pointed Mountain* on the Eaſt End of *Gooſe Iſland* —— N. 84 E.
The Weſternmoſt Rock dry —— S. 58 E.
The *Little Mountain* —— S. 57 E.
Weſt End of *Crane Iſland* —— S. 30 E.
Eaſt End of the *Firſt Mountain* S. 4 E.
Weſt End of *Groſſe Iſland* —— S. 15 $\frac{1}{2}$ W.

Eaſt

East End of *Rot Iſland* —— S. 29 ½ W.
Weſt End of *Madame* —— —— S. 46 W.

You muſt then ſteer N. E. for *Cape Maillard*, keeping the N. Shore on Board which is very bold.

From *Cape Maillard* to go clear of *Coudre Spit* N. E. by N.

In ſailing from *Cape Maillard* to *Coudre* with the Tide of Ebb, you muſt go as near as poſſible to the Point of the Shoal which lays off the N. W. End of the Iſland, till you come in 8 Fathoms Water.

The firſt of the Tide ſets directly on *Cape Diable* from this Point; ſo that if you have but little Wind you muſt anchor before you get within two Miles of the Point. At half Ebb the Tide runs truer through the Channel. The Moment you get to the Eaſtward of the Point (if you intend to anchor) haul up for the Meadows, otherwiſe you will not be able to get in good Ground.

The Courſe from *Coudre* to the *Kamouraſcas* and *Pilgrims* is N. E. by E.

From the Middle of the *Pilgrims* to the *Brandy-Pots*, the Courſe is N. E. ¾ N.

From the *Brandy-Pots* to the Iſle of *Bic* is N. E. by E. ¾ E.

Directions for the South Channel from St. John's Point *of* Orleans, *to the South Weſt End of* Crane Iſland, *oppoſite the South River.*

THERE is a Ledge of Rocks lies off the S. W. End of *Madame*, about S. 60° W. from it, and in a Line for a Point on the South Shore, theſe Rocks are very dangerous and dry at Low-water. To know when you are at the End of it, and that the Channel is all clear, obſerve on the High Land by the Water-ſide on the South Shore a Windmill and three Mountains, a great Way back in the Country (the ſame three Mountains taken Notice of for the Traverſe) when this Windmill is brought in a Line with the Eaſt End of the

Weſternmoſt of the three Mountains you are juſt off and on of the Weſt End of the Shoal. But as it may be often hazey that the Mountains cannot be ſeen, the Windmill will then bear S. 22° E. *St. John's Church*, S. 85° W. *St. Francis's Church*, N. N. E. *Belle Chaſe Iſlands* E. 10° S. and the North Part of *Rot Iſland* about two Ships Length open of the North Part of *Madame*. Therefore to be quite clear of the Ledge, the Windmill ſhould bear S. 30° E. then *St. Valier Church* (which is the next Church to the Weſtward of it) will bear about S. 12° E. and the Middle of a little Wood by the Water-ſide on *Orleans* N. W. Being below the End of the Ledge going down, a part of *Rot Iſland* ſhould always be kept open to the Southward of *Madame* (as in the North Channel *Rot Iſland* ſhould always be kept quite open to the Northward of *Madame*, whilſt you are between the Ledge and *Orleans Iſland)* and if you have a fair Wind you may ſteer away directly for the South Part of *Crane Iſland*, the Channel being clear and open, until you bring *St. Francis's Church* to bear N. 70° W. or the Eaſt End of *Rot Iſland* N. 38° W. for in that Direction begins a Shoal off the South Shore a little above a Point called *Quail Point*. This Shoal is very wide, and extends Half the Breadth of the Channel off *St. Thomas's Church*, and the South River. And to keep clear of this Shoal, you ſhould always ſee a Part of the *Gooſe Iſlands* open to the Northward of *Crane Iſland*. The Channel is very near *Crane Iſland*; here is every-where good Anchorage, Clay Bottom, and in the Channel, in moſt Places 7 Fathom Water. The South Shore is every-where elſe pretty bold too, and there is deep Water very near *Belle Chaſe Iſlands*. In turning between *St. Margaret's Iſland* and the Shoal, you may ſtand to the Southward until the *Gooſe Iſlands* are almoſt ſhut in by the North Part of *Crane Iſland*. And to the Northward, until the *Gooſe Iſlands* are quite ſhut in (to the Northward) by the South Part of *Moiac Iſland*, or until *Canoe Iſland* is almoſt all open to the Northward of *Moiac Iſland*, but not any farther, nor even ſo far with a large Ship. The Iſland *St. Margarite* is pretty bold, only a few Rocks lie off of it, and thoſe not far; the fartheſt off is a ſingle Rock off the S. W. End, and therefore it is not proper to come too near

near the Iſland here. There are likewiſe ſome few Rocks off *Groſſe Iſland*, and not far off *Rot Iſland* is a Flat or Sand Bank, which lies above half a Mile into the Channel, it is likewiſe ſhoal to the Southward of *Madame*, but not far off, but as it is bold toward the South Shore, it is not proper to come too near thoſe Iſlands. *Crane Iſland* is bold too, and the beſt of the Channel is very near to it. On the N. W. End of *Crane Iſland*, (the *South River Falls* S. 4° E. *St. Thomas's Church*, S. 22° W. *Belle Chaſe Church*, S. 60° W. Weſt End of *Groſſe Iſſand*, S. 85° 30′ W.) A Baſe Line of one Mile was meaſured to the South Part of the Iſland called *La Pointe au Pain*, or *Bread Point*, by which the Breadth of the Channel and the Extent of the Shoal off the South River (on the Edge of which a Sloop was anchored) were determined as follows:

From the Weſt Part of *Crane Iſland* to *St. Thomas's Church*, 3 Miles. From Ditto to the *South River Falls*, 3 Miles and ′. From Ditto to the Edge of the Shoal in a Line Eaſt of *St. Thomas's Church*, 1 Mile and ½.

N. B. For a greater Certainty of keeping in the Channel, you may keep a high Mountain (at a pretty great Diſtance on the South Shore) in a Line with the South Part of *Crane Iſland*, or *Bread Point*. This Mountain bears with the ſaid Point N. 71° E. and S. 71° W. and then you will have all along about 7 Fathom Water and exceeding good holding Ground, Clay Bottom; nor are the Tides near ſo ſtrong as in the North Channel.

Theſe Obſervations on the South Channel were made on board his Majeſty's Sloop Zephyr; *but as ſhe went no lower down in this Channel then the Weſt End of* Crane Iſland, *it is thought proper to add the following Directions, taken on Board a Veſſel that went quite through the South Channel, below* Coudre.

The firſt Danger is the Reef of *Madame*, which runs off S. W. by W. 2 ½ Miles from the Weſt End of it, to avoid which, in ſailing round the Iſland do not hawl to the Southward, till you have brought the Eaſt End of the Weſternmoſt

moſt Mountain on the South Shore, a Sail's Breadth to the Weſtward of the Windmill on *Belle Chaſe*. (See *Plate* III. *Fig.* 1.) with which Mark you will paſs to the Weſtward of the Shoal in 5 Fathom at Low-water; ſteer over for *Belle Chaſe*, until you open the Iſle of *Rot* to the Southward of *Madame*; then you may ſteer E. by N. or E. N. E. along Shore, in any Depth from 5 to 9 Fathom. There is no Danger till you come a-breaſt of the Middle of the *Iſle Madame*, to the Southward of which about a Mile, lies a Bank of Sand, that runs almoſt as far as the Iſle of *Groſſe*; this Bank is dry in many Places, but as it ſhoals gradually to the Northward it may be avoided, by keeping the Lead going.

There is however a Mark that will carry you in the beſt of this Channel, if the Weather is ſo clear as to diſtinguiſh it. (See *Plate* III. *Fig.* 2.) which is to keep the Mountain A, juſt open with the S. W. Part of *Crane Iſland*.

In this Direction, you will not have leſs then 6 and 7 Fathom to *Crane Iſland*, 2 Miles to the Southward of which there is a Bank of Sand, which has not above 2 Fathoms on it at Low-water. This Bank begins a little above *St. Thomas's*, and runs down as far as the *River Ovill*. From *Crane* and *Gooſe Iſlands*, you will have 8, 9, and 10 Fathoms ſtrong Clay Ground; theſe Iſlands are joined by an Iſthmus, and make the beſt Road in this River. The Breadth of the Channel, from the Iſland to the Bank, is about a Mile and a Half, the Ground good, very little Tide, and ſheltered from all Winds but E. N. E.

From *Gooſe Iſland* ſteer for the Southernmoſt Rock of the Pillars, which you may paſs at 2 Cables Length, in 5 and 6 Fathom at Low-water. When paſt the Southernmoſt Pillar ſteer N. E. by E. for the Eaſternmoſt, about 2 or 3 Miles, S. E. by S. off of the Eaſt Pillar about a Quarter of a Mile there is a Rock which covers and uncovers with the Tide, and has 5 Fathom cloſe to it; to avoid which in ſailing down, keep the Southernmoſt Pillar open to the Northward of *Crane Iſland*, till you are a-breaſt of the Eaſternmoſt Pillar; then ſteer N. E. by N. for *Cape Gooſe* 7 Leagues, keeping the Paps (P.) in the Valley

over

over *Gooſe Cape*, or Point of *Little Mal Bay*, as will appear in *Plate* III. *Fig.* 3.

In this Direction you will have the beſt of the Channel, from 5, 7, to 12 Fathom, the Ground very uneven, but no leſs then 5 Fathom at Low-water, till you bring the Weſt End of *Coudre*, on the Weſt End of *St. Paul's Bay*, you will then find the Channel run more to the Eaſtward, ſo as to be obliged to bring P on A with theſe Marks on, you will have the ſame Kind of Soundings and Ground when a-breaſt of the Middle of *Coudre*; P muſt ſtill be brought more open, *viz.* about $\frac{2}{3}$ of the Diſtance from A to B; this is the narroweſt Part of the Channel, from hence to the Eaſt End of *Coudre*, for anchoring the Sloop in 2 and $\frac{3}{4}$ Fathom at Low-water, on the North Banks; the Water to the Southward is gradually deeper, to 5, 7, 8, 9, and 10 Fathom, and ſhoals ſuddenly to 4 and 3 $\frac{1}{2}$ Fathoms, all within the Diſtance of about a Mile, or a Mile and a Quarter. The E. End of *Coudre* will bear N. 25 W. and the Weſt End N. 73 W. The Banks to the Southward ſeems to make a Point here, as in the *Chart*, and ſtretch E. by S. or E. S. E. to the Point of *Ovell*. When on the Eaſt End of this Bank, you will have the Mountain M on the Point of *Ovell*, as in *Plate* III. *Fig.* 4. On the Edge of this Bank is 13 Foot at Low-water 3 Miles from the Shore; to anchor to the Eaſtward of it, the Mountain M ſhould be brought at leaſt a Mile to the Eaſtward of the Point of *Ovell*. The Bank to the Northward is very uneven and rocky, and has from 3 to 15 Fathom, which, in a Quarter of a Mile, will ſhoal to 5, 4, and 3; however, by keeping the Paps P, as above directed, till the Eaſt End of *Coudre* is brought N. W. by W. you will be clear of the North Bank, and may ſteer down N. E. by E. or E. N. E. for the *Kamouraſcas*. This Channel, from the *Pillar Iſlands* to the Eaſtward, ought not to be attempted with Ships of above 16 or 17 Foot, without being buoyed, as it runs nearly in the Middle of the River. Between *Coudre* and the South Rock, and the Marks at too great a Diſtance to be ſeen diſtinctly, but in clear Weather.

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